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COMMERCIA.

OF

PORTLAND.

COMMERCIAL,
RAILWAY, AND SHIP BUILDING,
STATISTICS,
OF
THE CITY OF PORTLAND, AND THE STATE OF
MAINE.

PREPARED TO ACCOMPANY THE SECOND REPORT OF THE COMMISSIONERS
ON PORTLAND HARBOR,

BY
JOHN A. POOR.

P O R T L A N D :
D A V I D T U C K E R, P R I N T E R.
1 8 5 5.

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THE COMMERCIAL IMPORTANCE OF PORTLAND.

The Harbor of Portland has been known, from the first discovery and settlement of North America by Europeans, as one of the best, if not the most commodious, safe and accessible, of any on the Atlantic coast. It was well described by Christopher Levett, who visited it in 1621, and it was sailed into by the great French Navigator, Du Monts, as early as 1603. As the principal seaport of all the region east of Massachusetts, during the period of colonial dependence, and latterly, as the Commercial Capitol of the State of Maine, it has been well known, in the commercial history of the country. As a harbor of refuge in case of storms, or severe weather, it is probably more resorted to, than any Northern seaport of the United States. On the approach of an easterly gale, hundreds of vessels drop into it, for shelter, as naturally as ships in the British channel seek the harbor of Portsmouth,

or Southampton, or those of the North Sea make the port of Sunderland.

Portland harbor is so easy of access at all conditions of the tide, and with any direction of wind; and withal, is so spacious, deep and well sheltered, that the largest ships may enter and securely ride, at all times and under all conditions of the weather. This will be quite apparent, by reference to the charts of the United States Coast Survey.

For reasons which are very readily understood, the City of Portland has not heretofore attained that commercial success, to which her position seemed to entitle her. She has, however, grown rapidly into importance within the last few years, and is attracting attention as the terminus of the Grand Trunk Railway of Canada, the European Packet Station for the Valley of the St. Lawrence and the West, and the route for the trade and travel between the Upper and Lower British Provinces. Her commercial importance may be considered as first established, when measures were entered upon, to open a more direct line of communication by Railway between the St. Lawrence at Montreal and the Atlantic Ocean at Portland, and to extend these lines so as to connect the several British Provinces with each other and the United States across the breadth of the State of Maine.

The Railway System of Maine, as it may be called, including its Provincial connections, embraces an aggregate length of more than two thousand miles, built or in process of construction.

This system of Railway has a gauge of 5 1-2 feet, which gives it a character peculiar to itself, and one that makes it independent of the narrow gauge lines of New England and New York.

The first practical effort to carry out this Railway system, was commenced in 1844. As soon as this movement was understood, and the commercial position of Portland made known through the public journals of the United States and Canada, an immediate enhancement of the value of the real estate of the City took place. This was followed by a corresponding increase of business. The extent of this will be readily perceived by the following table showing the population and valuation of the City at different periods, as follows :

	Population.	State valuation.	City valuation.
1790	2,240		
1800	3,677		
1810	7,169	91,295	
1820	8,581	1,695,185	2,634,427
1821			2,635,620
1822			2,612,910
1823			2,594,675
1824			2,678,989
1825			2,757,352
1826			2,547,087
1827			2,632,254
1828			2,647,503
1829			2,692,476
1830	12,601	2,362,643	2,757,179
1831			2,962,036
1832			3,144,572
1833			3,326,624
1834			3,465,596
1835			3,991,529
1836			4,389,013
1837	15,637		4,177,673
1838			3,999,484
1839			4,048,735
1840	15,218	3,106,514	4,054,095
1841			4,112,946
1842			4,158,046
1843			4,168,122
1844			4,365,788
1845		4,061,303	4,634,738
1846			4,959,959
1847			5,270,525
1848	19,013		5,945,330
1849			6,392,664
1850	20,819	7,311,561	13,364,009
1851	22,064		15,694,247
1852	23,277		16,467,699
1853	24,557		17,656,612
1854	25,418		18,962,514
1855	27,000		

This rapid growth of the City from 1844 to 1854 was mainly attributable to the extension of its Railways.

An account of the system of Railways of which Portland is the terminus, seems essential to the purposes of this paper. We therefore proceed to speak of

THE RAILWAY SYSTEM OF PORTLAND.

There are four distinct and independent lines of Railway extending or radiating from Portland.

I. THE SOUTHERN LINE is the Portland, Saco and Portsmouth Railroad, extending as a Trunk line from Portland to South Berwick Junction, 38 miles, where it branches into two lines, one extending to Portsmouth, N. H. where it unites with the Eastern Railroad reaching to Salem, and Boston, a distance of 107 miles from Portland, the other extending to Dover, Haverhill and Boston, a distance of 111 miles from Portland to Boston. This line was completed from Boston to Portland by the way of Portsmouth, Nov. 23, 1842, and the connection between Boston and South Berwick Junction by the way of Dover, N. H. was made, July 24, 1843.

2. THE WESTERN LINE is the York and Cumberland Railroad, extending from Portland to Saco river, at Buxton, a distance of 18 miles, to which place it was opened in February, 1853. It is in contemplation, by the friends of this line, to extend it westward so as to connect with the Railways of New Hampshire and unite with the Boston and Maine Railroad, in the neighborhood of Dover.

III. THE NORTHERN LINE is the Portland and Montreal Railroad, formerly called the Atlantic and

St. Lawrence Railroad, but now known, as the Portland Section of the Grand Trunk Railway of Canada. This line is completed to Montreal, 292 miles, with a Branch to Quebec of 100 miles. The plan for building this road was first entered upon in the fall of 1844. This movement was the commencement of a new era in Maine. The charter for the line in Maine was granted February 10, 1845, the work commenced July 4, 1846, the road opened to Yarmouth, 12 miles, July 4, 1848, to Mechanic Falls, 36 miles, in February, 1849, to Paris, 47 miles, on the 8th of June, 1850, to Bethel, 70 miles, in March, 1851, to Gorham, N. H., 91 miles, July 23, 1851, to Northumberland, N. H., 122 miles, July 12, 1852, and to Island Pond Junction, 149 miles, January 29, 1853, and to Montreal, 292 miles, July 18, 1853. Island Pond is the halfway Station, and the line is worked in two sections from this point,—one from Island Pond to Portland, and the other, from Island Pond to Montreal.

This Trunk line has the following branches, or connecting lines :

1. The Androscoggin and Kennebec Railroad, which branches at Vanville Junction, 27 miles from Portland, and extends to Lewiston, Winthrop and Waterville, 55 miles ; to which place it was opened December 1, 1850. From Waterville, East, extends the line of the Penobscot and Kennebec Railroad, already opened to Pittsfield, 25 miles, in the direction of Bangor, to which place it will be opened in the summer of 1855, a distance of 56 miles from Waterville, or 138 miles from Portland. At Bangor, commences the line of the pro-

posed European and North American Railway, which it is contemplated will at no distant day, be extended to St. John, N. B., and Halifax, N. S., 420 miles from Bangor, or 558 miles from Portland.

Bangor naturally forms the centre of a Railway system of its own, but this system will necessarily be closely connected with that of Portland, to which city Bangor will naturally look as its winter port, its own being closed during some five months of the year. A branch from this great Eastern line commences at Leeds Junction, 17 miles from Danville Junction, which extends 20 miles Northward to Livermore Falls, and it is contemplated, by the friends of this company, to extend its line to Farmington, and Phillips, for which purpose a charter has already been granted.

2. The second branch in Maine, of the Grand Trunk line, commences at Mechanic Falls, and extends to Buckfield, 13 miles, from which place the work of construction is in progress towards the Androscoggin river, at Canton, and the parties owning this line have asked for the authority of a charter, for the extension of the line further North, proposing in the end, to reach Quebec; for which a practicable route has been ascertained and charter granted in Canada.

3. A third branch from the line to Montreal, commences at Richmond Junction, Canada, 220 miles from Portland, before named, reaching to Quebec, to which place it was opened November 27, 1854, 100 miles. The contracts with the Grand Trunk Railway Company provide for the extension of this line to Trois Pistoles, 153 miles from Quebec, East. A portion of the distance

below Quebec, will be opened in the course of the present year.

From Montreal, the line is in progress, West, toward Toronto, 345 miles, and to Port Sarnia, at the foot of Lake Huron, 172 miles from Toronto, and 517 miles from Montreal. At Toronto, it connects with the Toronto and Hamilton Railroad, already united with the Great Western Railway of Canada, which extends from Hamilton to Sandwich, opposite Detroit, 268 miles from Toronto.

From Toronto, North, a line of Railway extends to Collingwood, situated near the southern extremity of Georgian Bay, distant from Toronto, 95 miles. The section from Toronto to Barrie, has been in operation since October, 1853, and the northern division—31 1-2 miles—from the latter place to Collingwood, was finished and put in running order during the last fall and present winter. This company, known as the Ontario, Simcoe and Huron Railroad Company, have chartered steamers to run from Collingwood to the Sault St. Marie and Chicago. It is contemplated to run boats to and from the Sault, and other boats of the line to Chicago, touching at the Wisconsin ports. The *Toronto Globe*, speaking of this line says :

“ We consider that the business of the Sault St. Marie and of Lake Superior, peculiarly belongs to the Toronto and Collingwood line. There is no other route which comes any thing near to that which it supplies, in directness and convenience. The only route, in fact, with which we have to compete for the business of Lake Superior, is that by the St. Clair and Lake Erie to

Buffalo ; and a comparison of distances and rates of transport, will clearly show the superiority of the northern line. From the Sault St. Marie, by way of Buffalo, to Albany, the distance is 994 miles ; while from the Sault to the same point, via Collingwood, Toronto and Oswego, it is only 648 miles—a difference of 346 miles in favor of the latter, or more than one half." This northern line, will therefore, necessarily be a most important feeder to the Grand Trunk Railway. Trade, by this route, has already commenced, and we find in the Toronto papers, accounts of the arrival of cars laden with flour from Collingwood, shipped to that port from Chicago, destined for Montreal, Portland and Boston.

There is to be a branch line extending from the Grand Trunk Railway, at Belleville, to Peterboro, 50 miles. At Montreal, also, a line is commenced to Bytown, a distance of 120 miles. There are several other lines in Canada, of greater or less extent, branching in different directions, which form a necessary part of the Grand Trunk Railway system of Canada.

All the lines included under this section are on the broad, or 5 1-2 feet, gauge, which is the national gauge for all British North America. The Portland and Montreal Railway and the connecting lines in Maine, are on the same gauge.

It is proper to say, that in addition to the above named lines already built, or in process of construction, it is in contemplation to construct a more direct line from Montreal to Island Pond, making the distance between Portland and Montreal less, by more than

40 miles, than by the present route, via Sherbrooke. Island Pond Junction seems, from its position, to be pointed out, by nature, as a Railway centre, to which will converge the various lines in northern Vermont. A branch to St. Johnsbury, of 29 miles in length, connecting with the Connecticut and Passumpsic Rivers Railroad, at that point, would form a direct line between Quebec and New York, and connect the narrow gauge lines of New England and New York, with those on the broad gauge in Canada, Maine and the Lower Provinces.

It has also been proposed to extend the line of the Ogdensburg Railroad from Rouse's Point to Island Pond, securing an additional outlet by Railway to the Ocean, at Portland, with a saving, in distance, of some 80 or 100 miles from Ogdensburg, over the route by the way of Northfield and the Vermont Central Railway.

The trade between Boston, Montreal and Quebec, or much the larger part of it, now goes by the way of Portland. The exports to Canada over the Grand Trunk Railway, that passed the Custom House at Island Pond, in the month of April, 1855, reached the large sum of \$776,570,36, while the imports for the same month were \$38,000. The freight taken at Island Pond increased for the quarter ending March 31, 1855, more than 100 per cent. over that of the corresponding period of last year. So great is the accumulation of goods at this station that the freight house built last year, 150 feet in length, is inadequate to the business, and a new freight house is to be erected. The transportation of goods between Island Pond and Derby line is now rising 200 tons per week, employing about 50 horses.

The aggregate length of the lines embraced in this section, built or in process of construction, on the same gauge, is shown in the following table, viz :

	Opened.	Building.
Portland to Montreal	292	
Danville to Waterville	53	
Waterville to Bangor	25	30
Bangor to Oldtown		12
Androscoggin R. R.	20	
Buckfield Branch	13	
Quebec to Richmond	100	
Quebec to Trois Pistoles		153
Montreal to Toronto		345
Montreal to Bytown		120
Belleville to Peterboro'		50
Brockville to Ottawa		130
Coburg to Rochester		28
Port Hope to Lindsay		36
Toronto to Sarnia		172
Toronto to Georgian Bay	95	
Toronto to Detroit	268	

The business of all the lines above enumerated will naturally seek Portland harbor, in preference to Boston or New York.

The superiority of the Portland route for the business of Canada is fully shown by the fact, that the British mails, by the Cunard line, are now sent by the way of Portland, and it will not be thought extravagant to predict, that Portland will, ere long, be selected by the Home Government, as the American Packet Station, in preference to Boston.

The different lines which form a part of the Grand Trunk Railway system, though situated on both sides the St. Lawrence, will be connected, so as to work under a common system, by means of the VICTORIA BRIDGE at

Montreal. Portland cannot attain its true commercial position, or be made to feel its importance, till this great work is accomplished. When this is done, cars will be loaded at the Lachine Basin, direct from the canal barges, with western produce for the European market,—to be transferred, from the Railway cars, directly on board vessels at Portland. In the same way, cargoes destined for Europe will be taken off the Lake steamers at Collingwood, on Lake Huron, and at every intermediate port between Lake Huron and Montreal, whence they will pass on to Portland by Railway, without transhipment. The working of this vast system, under one management, on an uniform gauge, will enable the Railway Company to invite, and in point of fact, to attract to their line, the business of Chicago, Lake Michigan, and all the upper Lakes. The commercial reason for the construction of the Victoria Bridge, is the necessity of bringing the products of Canada West, and of the Western States of the Union,—such as Michigan, Illinois, Iowa, Wisconsin, Minnesota, &c.,—without break of gauge, or of bulk, to the Atlantic seaboard. The promoters of the undertaking allege, that, by means of the bridge, they will be able to meet the requirements of this traffic more cheaply and expeditiously than by any other existing route, whether of rail or water. Unless unforeseen circumstances should occur to cause delay, it is intended that the first train shall go through the Victoria Bridge in the summer of 1858.

The capital of the Grand Trunk Railway Company, is £9,500,000 sterling, or \$46,075,000. The total amount

subscribed to the Grand Trunk Railway in London, in April, 1853, was £8,083,600. The remaining portion of the £9,500,000, consists of capital raised prior to the amalgamation, by the following Companies :

St. Lawrence and Atlantic Railroad Shares,	£246,100
Bonds of the Province, - - - - -	400,000
Other Bonds, - - - - -	233,000
<hr/>	
Total, - - - - -	£879,100
Quebec and Richmond Shares, £305,000	
Bonds, - - - - -	100,000 £405,000
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Toronto and Guelph Shares, £132,300	£132,300
<hr/>	
Total, - - - - -	£1,416,400
Subscriptions in 1853, - - - - -	8,083,600
<hr/>	
Total, - - - - -	£9,500,000

The capital subscribed consisted, of stock, £4,181,400, Company's Bonds £2,090,700, Province Debentures £1,811,500.

Of this capital, there has been paid, upon stock, £883,156, Company's Bonds £553,327, Provincial Debentures £735,417, a total of £2,171,900, equal to \$10,533,715.

The lines finished and under contract, are as follows :

Portland to Montreal,	- - - - -	292	miles.
Quebec to Richmond,	- - - - -	100	"
Quebec to Trois Pistoles,	- - - - -	153	"
Montreal to Toronto,	- - - - -	345	"
Toronto to Sarnia,	- - - - -	172	"
Belleville to Peterboro',	- - - - -	50	"
<hr/>			
Total,	- - - - -	1112	"

There has been already expended, as follows:

Victoria Bridge, about	- - - -	£150,000
Toronto and Montreal section,	- - -	1,131,063
Quebec and Trois Pistoles section,	- - -	165,350
Quebec and Richmond section, about	- -	50,000
St. Lawrence and Atlantic section, about	-	315,000
Toronto and Sarnia section,	- - -	576,758

The amount of money actually expended by the Grand Trunk Company, including the capital paid in on the Quebec and Richmond, and the St. Lawrence and Atlantic lines, which are now consolidated into it, is £3,721,900, or \$18,051,215. To this should be added the cost of the line from Portland to Island Pond, amounting to \$6,019,929 more, including the large expenditures in Portland for stations, wharf accommodations, &c., making a total of \$24,071,144. The Parliament of Canada, by an Act passed May, 1855, extended additional aid to the Company to the amount of £900,000 sterling, which effectually secures the completion of the line.

The terminus of the Grand Trunk Railway at Portland, embraces probably the most extensive accommodations for the transaction of business, to be found in the United States. The Company owns a frontage of nearly two miles upon the deep water of Portland harbor, into which wharves are extended, so as to form a succession of Docks, of any required number or extent. The Passenger Station of brick, just completed, 444 feet in length by 96 in width, is arranged with a complete suit of offices, and is fitted up with every convenience and accommodation that could be devised

for such a purpose. There is a Freight Depot, 550 feet in length, part of it 75 and the remainder 90 feet in width; another, 450 by 42, connected with it by covered passage ways, and several large Warehouses upon the wharves, used in connection with lines of Steamboats.

The line from Montreal to Brockville, 125 miles, will be opened for traffic in September, 1855, from Toronto to Stratford, 90 miles, Oct. 1, 1855, from Toronto to Whitby, 35 miles, and from Quebec to St. Thomas, 40 miles, in the course of the same month, making 290 miles to be opened in the autumn of 1855, or 682 miles in all, including the Montreal and Portland, and Quebec and Richmond sections. In 1856, 197 additional miles will be opened, making an aggregate of 879 miles to be opened for traffic within less than two years from the present time.

The contracts for the various lines require them to be equal to any first class English Railway, and superior to any now in use on this continent. The bridges are to be of masonry, or brick work, with iron tubes across the spans. All the tubes are on the plan of the well known Britannia Bridge across the Menai Straits in Wales. The Stations, and all other buildings, such as repair shops, &c., are to be of brick, or stone, covered with slates, or metal. The contracts include a supply of engines, cars, both passenger and freight, as well as gravel cars, snow ploughs, repair shops, water houses, wood sheds, in short, every article required for the efficient working of the railway.

It may be proper in this connection to say, that the plan has been proposed of extending the line of Rail-

way from Bytown along the north shore of Lake Huron to the Sault St. Marie, and thence on the southern shore of Lake Superior, westward to the Pacific. The carrying out of this plan may be postponed for some years, but every one who has carefully studied the physical geography of the continent will agree, that the Northern Route holds out strong inducements to all who desire to see, and to all who are willing to labor for the accomplishment of, such an undertaking as an Atlantic and Pacific Railway.

Another fact may be stated in this connection, that for the entire distance of this continuous line, now built, or under contract, there is no grade in either direction, exceeding sixty feet to the mile, for even the shortest distance ; and there is every reason to believe, from the reports of the surveys, that an equally favorable grade may be found, in extending this line to the Pacific Ocean.

IV. THE EASTERN LINE is the Kennebec and Portland Railroad. This line is on the narrow gauge, and connects with the Portland, Saco and Portsmouth, and the York and Cumberland Roads, in Portland, all on the same gauge. The line extends to Brunswick,—with a branch to Bath—Gardiner, Hallowell and Augusta, to which place it was opened Nov. 1, 1852, a distance of 72 miles including the Bath branch.

From Augusta, north, a connecting line of Railway was opened to Waterville, in the valley of the Kennebec river, during the winter of 1855. Its further extension to Skowhegan is to be accomplished during the same year, and a charter has been granted for the

extension of this line further North. East of Augusta, a charter has been granted for a line to China, in the direction of Bangor.

The results of the Railway system of Maine are fully shown in the rapid development of all branches of industry in the State. A most gratifying fact, shown by the returns, is the very great increase of freight on all the Railway lines.

We give below a table showing the comparative operations of the Railways of Maine, at different periods :

1850.	Lghth.	Cost.	No. of passengers.	Reepts. for passengers.	Reepts. for freight.	Other sources.	Total.
Atlantic and St. Lawrence,.....	47	2,244,814	151,100	83,523	54,082		
Androscoggin and Kennebec,.....	55	1,621,878	79,492	58,213	24,053		
Kennebec and Portland,.....	34	1,001,000	96,964	60,424	19,562		
Portland, Saco and Portsmouth,.....	51	1,313,000	233,564	132,443	36,593		
Bangor and Piscataquis,.....	13	350,000	35,000	14,000	4,800		
Buckfield Branch,.....	12	120,000	5,882	2,653	4,620		
Calais and Baring,.....	6	120,000					
York and Cumberland,.....	9	360,000	5,000	1,250	300		
	227	7,129,692	507,002	412,501	154,010		

1853.	Lghth.	Cost.	No. of passengers.	Reepts. for passengers.	Reepts. for freight.	Other sources.	Total.
Atlantic and St. Lawrence,.....	149	5,306,720	161,354	130,475	167,733	17,869	316,038
Androscoggin and Kennebec,.....	55	2,030,140	110,784	79,305	68,170	6,594	154,106
Androscoggin,.....	20	315,865	29,747	9,168	9,555	428	19,152
Bangor and Piscataquis,.....	13	178,913	72,178	23,269	18,911	1,957	43,133
Calais and Baring,.....	6 $\frac{1}{2}$	217,255	14,554	1,361	25,675	1,001	28,388
Kennebec and Portland,.....	7 $\frac{1}{2}$	2,520,911	241,671	134,432	34,628	7,941	177,003
Machiasport,.....	7	100,000			9,715	100	9,815
Portland, Saco and Portsmouth,.....	51	1,303,395	297,818	187,808	58,197	16,061	262,077
York and Cumberland,.....	18	748,609		35,170	18,905	284	54,361
Buckfield Branch,.....	12						
	404	12,681,878	919,106	600,988	411,495	52,235	1,063,800

1854.	Lghth.	Cost.	No. of passengers.	Reepts. for passengers.	Reepts. for freight.	Other sources.	Total.
Atlantic and St. Lawrence,.....	149	6,019,929	185,105	153,616	296,890	20,141	470,647
Androscoggin and Kennebec,.....	55	2,196,334	129,045	97,615	78,646	2,091	178,333
Androscoggin,.....	20	343,317	22,235	13,916	15,145	334	29,396
Bangor and Piscataquis,.....	13	178,233	76,980	26,344	18,267	117	44,889
Calais and Baring,.....	6	277,771	16,720	1,420	29,060	1,160	31,640
Kennebec and Portland,.....	7 $\frac{1}{2}$	2,613,410	268,992	160,541	46,716	7,941	217,357
Machiasport,.....	7 $\frac{1}{2}$	100,000			7,000	200	7,200
Portland, Saco and Portsmouth,.....	51	1,315,976	284,635	202,592	62,823	6,904	272,300
York and Cumberland,.....	18	765,018	82,640	16,348	14,364		30,712
Buckfield Branch,.....	12						
Penobscot and Kennebec,.....							
Somerset and Kennebec,.....							
	404	13,809,988	1,066,352	672,392	587,388	41,017	1,280,324

It will be seen by the above, that in 1850, Maine had 227 miles of railway in operation, costing \$7,129,692, carrying 507,002 passengers, for which it received \$412,501, and 131,916 tons of freight, receiving therefor \$154,010. The total receipts of the railways of Maine for 1850, were £564,511.

In 1854, the railways of Maine had cost \$15,000,000. They carried 1,066,352 passengers, and the total receipts for 1854, were \$1,280,224.

In 1850, the Atlantic and St. Lawrence Railroad received \$83,528 for passenger traffic, and \$54,082 for freight.

In 1853, the receipts for passenger traffic were \$130,475 ; goods traffic, \$167,733 ; from other sources, \$17,860. Total, \$316,038.

In 1854, the passenger receipts were \$153,616 ; the goods traffic receipts, \$296,890 ; from other sources, \$20,141. Total, \$470,647. The line from Island Pond to Portland is leased to the Grand Trunk Railway of Canada, for 999 years on an interest of 6 per cent per annum, on its cost.

The total receipts upon the entire line to Montreal in 1854, were \$833,040. Of this sum, \$470,647 was on account of business between Island Pond and Portland, and \$362,393 for that between Island Pond and Montreal.

The increase of freight receipts between Island Pond and Portland, in 1854 over 1853, was equal to 72 per cent., while that on passengers was comparatively trifling, owing to the prevalence of cholera, and the general embarrassment of business in Canada.

The quantity of lumber brought to Portland in 1854, over the line of the A. & St. L. R. R., was 20,173,803 feet.

The line of this road passes through one of the most valuable lumber districts in New England, and the various streams that it intersects or crosses, in its route, afford facilities for manufacturing industry, beyond what are found on any line of equal length in the United States. The water power on the route is, for the present, but partially used in the manufacture of lumber. The quantity of sawn lumber brought by this line of the Railway in 1855, will undoubtedly exceed 60,000,000 of feet. Various branches of manufacture, especially in wood, are springing up along its route. Large quantities of masts and ship timber are also brought to tide water by this Railway.

In speaking of the Railway system of Canada, we have confined our observations to the Roads of that Province and its through line to Portland. These lines extend to its western frontier, and are separated from those of the neighboring States of the Union by the waters of the St. Lawrence alone. By means of short ferries at Detroit and Sarnia, the Canadian lines of Railway connect with those already built, or in process of construction, in the State of Michigan. From Sarnia to Grand Haven, a line of Railway is in progress, called the Northern Michigan Railroad, across the breadth of the State, a distance of 202 miles. Grand Haven, having a noble harbor on Lake Michigan, is distant only 85 miles from Milwaukie, in the most direct line from Sarnia, between which points a daily Steamboat communication is established, accomplishing the voyage in six hours.

THE COMMERCIAL IMPORTANCE

Milwaukie is already a city of 40,000 people, and is the Depot of an immense trade which naturally falls upon the Lake at this point ; and from which extend a system of Railways embracing several leading lines stretching westward and southward toward the Mississippi and Lake Superior.

In 1834, Milwaukie was a wilderness, and in 1840 it had a population of 1700. Its subsequent progress is shown by the following table :

	Population.		Population.
1840,	1,700	1848,	14,060
1842,	2,700	1850,	20,061
1844,	6,200	1854,	32,000
1846,	9,508	1855,	40,000

The exports of breadstuffs from Milwaukie, in 1852, were 428,512 bushels of wheat and 88,213 bbls. of flour.

In 1853, 1,048,663 bushels of wheat and 225,000 bbls. of flour.

In 1854, the exports of grain were 4,005,332 bushels.

On the completion of the several lines named, the distance from Milwaukie to Portland, will be 1088 miles, and this point will successfully compete with any other Atlantic city for its trade.

From Detroit, opposite Sandwich, the terminus of the Great Western Railway of Canada, the Michigan Central Railway extends to Chicago, 278 miles, which city, at the present time, is the great centre of western trade, and the terminus in summer, of the great lines of water communication between the Atlantic seaboard and the West. From this city, as a

common centre, radiate lines of Railway whose aggregate length, with their connections, exceeds 2500 miles.

To show the extent of business that accumulates at this point, and the rapid development of the population and trade of Chicago, we give the following statistics.

Its increase in population, which, for a series of years, has been as follows :

1835,	3,000	1846,	14,160	1850,	28,269
1840,	4,479	1847,	16,859	1852,	38,733
1843,	7,580	1848,	20,023	1853,	60,662
1845,	12,283	1849,	23,047	1854,	70,000

The increase in the value of the real estate and personal property in the city and county for a series of years, has been as follows :

1839,	\$1,829,420	1847,	\$6,189,385
1840,	1,864,205	1848,	9,986,000
1841,	1,888,160	1849,	7,617,102
1842,	2,325,240	1850,	8,101,000
1843,	2,250,735	1851,	9,431,826
1844,	3,166,945	1852,	12,035,037
1845,	3,669,124	1853,	18,067,113
1846,	5,071,402	1854,	24,446,288

We give the following imports and exports for a series of years :

	Imports.	Exports.
1836,	\$235,203,90	\$1,000,64
1837,	374,677,12	11,665,00
1838,	579,174,61	16,044,75
1839,	630,980,26	33,843,00
1840,	562,106,20	228,635,74
1841,	564,347,20	348,862,24
1842,	664,347,88	659,305,20
1843,	971,849,75	682,210,55
1844,	1,686,416,00	785,504,23

	Imports.	Exports.
1845,	2,043,445,73	1,543,519,83
1846,	2,027,150,00	1,813,468,00
1847,	2,641,852,52	2,296,299,00
1848,	6,000,000,00	4,000,000,00
1849,	6,000,000,00	5,000,000,00
1850,	6,500,000,00	5,500,000,00
1851,	8,000,000,00	7,000,000,00
1852,	11,000,000,00	10,000,000,00
1853,	17,000,000,00	15,000,000,00
1854,	30,000,000,00	24,709,191,19

The exports of grain from Chicago in 1854, reached 13,680,179 bushels.

The tonnage of this port for the past three years has been as follows :

1852,	-	-	-	-	23,724	65 tons.
1853,	-	-	-	-	27,892	86 "
1854,	-	-	-	-	48,158	72 "

The receipts for Lumber, &c., at Chicago, for 1854, were as follows :

Lumber, pine, feet,	-	-	-	-	252,330,200
" Oak, "	-	-	-	-	178,324
" Black Walnut,	-	-	-	-	42,277
Lath, pine, pieces,	-	-	-	-	36,827,323
Shingles, pine, number,	-	-	-	-	113,354,651
Cedar Posts,	"				450,086
Staves and Heading,	-	-	-	-	1,397,695
Timber, square feet,	-	-	-	-	3,438,859
Spokes, number,	-	-	-	-	125,000

The receipts of Lumber, Shingles and Lath, for several years, have been as follows :

	Lumber.	Shingles.	Laths.
1850,	100,364,797	55,423,750	19,890,700
1851,	125,056,437	60,338,250	27,583,475
1852,	147,816,232	77,080,500	19,759,759
1853,	193,271,847	125,638,500	38,724,363
1854,	252,330,200	113,354,651	36,827,323

The following table shows the number of pounds of wool shipped from Chicago by Lake and Railroad for several years:

1842,	1,500	1849,	520,242
1843,	22,050	1850,	913,862
1844,	96,635	1851,	1,088,553
1845,	216,616	1852,	920,113
1846,	281,222	1853,	879,500
1847,	411,888	1854,	1,514,715
1848,	500,000		

The foregoing statements are given to show the rapid growth of the West, and the importance of Chicago as a Depot of trade. Other places, both in the United States and Canada have made similar, if not equal, progress within the last few years, which will naturally depend on the Grand Trunk Railway for their means of communication with the seaboard. But we regard Chicago as the point to which the attention of the Atlantic cities is now more especially directed.

The great question which occupies the attention of the Atlantic States is, which is the easiest, cheapest and most expeditious outlet for the trade that accumulates at Chicago seeking the European market? At the present time this trade follows the old route to New York. But it is confidently believed that on the completion of the Grand Trunk Railway, including the Victoria Bridge, the bulk of the trade that accumulates in the Basin of the St. Lawrence will follow the route of the river to Montreal, and seek Portland as the cheapest route to Europe.

The surplus produce of Canada, and of the western States of the Union, finds its principal market in

England, and seeks the port of Liverpool. For the year ending June 30, 1854, the exports of Breadstuffs from the United States, reached 8,036,665 bushels of Wheat, and 4,022,386 bbls. of Flour. Of this amount, 5,628,841 bushels of Wheat and 1,925,795 bbls. of Flour went to England alone.

The short crop of 1854 left but a small quantity of Grain in the United States for foreign export. Canada West produced 18,000,000 bushels of Wheat in 1854, and 12,000,000 bushels of this wheat came to the United States for consumption.

The value of the exports of Lumber from Maine, in 1854, are estimated at rising \$10,000,000.

Ship building is a leading and most important branch of industry in Maine. In 1850, Maine built 91,212 tons of ships, employing, according to the U. S. Census returns of 1850, 2,238 ship carpenters. Massachusetts built in the same year, 35,836 tons of ships, employing 3,347 ship carpenters, and New York built in that year, 58,342 tons, employing therefor 3,207 ship carpenters. If these returns are reliable, it would appear that the product of labor, in ship building, in Maine, was far greater than in the other States named.

This fact will probably, in some measure, account for the rapid advance of our shipping interest, within the last few years.

We give below a statement showing the comparative ownership of vessels, by the six leading States, in point of tonnage :

TONNAGE OWNED.

	1844.	1845.	1846.	1847.
New York,	588,576	625,875	655,695	747,525
Massachusetts,	501,207	524,094	541,520	577,520
Maine,	307,431	320,059	358,123	384,352
Pennsylvania,	128,341	170,525	181,258	182,997
Louisiana,	161,769	147,802	148,068	213,538
	1848.	1849.	1850.	1851.
New York,	845,788	911,280	944,348	1,041,014
Massachusetts,	641,288	636,698	685,441	694,302
Maine,	452,329	466,489	501,422	536,306
Pennsylvania,	211,552	231,652	258,939	284,377
Louisiana,	227,009	241,497	259,979	252,284
	1852.	1853.	1854.	
New York,	1,134,831	1,294,961	1,414,731	
Massachusetts,	767,739	850,280	891,364	
Maine,	592,806	622,456	686,120	
Pennsylvania,	301,722	338,734	361,327	
Maryland,	206,244	206,086	220,198	
Louisiana,	268,170	156,274	187,073	

The tonnage of the United States has more than doubled in the last ten years. We give the aggregate tonnage in each year for the last eleven years:

	Tons & 95ths.		Tons & 95ths.
1844,	2,280 095	1850,	3,535 434
1845,	2,417 002	1851,	3,772 439
1846,	2,562 084	1852,	4,138 440
1847,	2,839 045	1853,	4,407 010
1848,	3,154 041	1854,	4,802 902
1849,	3,334 015		

The following is a recapitulation of the tonnage built in Maine, for the year ending December 31, 1854:

District.	No. of Vessels.	Tonnage.
Bangor,	25	9,159 04
Bath,	93	70,785
Belfast,	49	20,246 22
Castine,	26	8,529 28
Eastport,	41	19,233 79
Ellsworth,	36	10,597 07
Kennebunk,	12	8,527 77
Machias,	31	7,859 78
Portland,	40	30,194 61
Saco,	2	1,340 49
Wiscasset.	16	11,733 68
Waldoboro',	89	54,444 66
York and Kittery,	6	4,788 48
	466	257,760 35

The following table exhibits the registered tonnage owned in each district in Maine, on the 30th day of June, 1854, according to the report on Commerce and Navigation.

DISTRICTS.	Registered Tonnage. Tons and 95ths.	Enrolled and Licensed Tonnage. Tons and 95ths.	Total Tonnage of each district. Tons and 95ths.
Passamaquoddy,	13,289 49	17,394 14	30,683 63
Machias,	4,356 08	28,329 32	27,685 63
Frenchman's Bay,	3,890 01	39,979 87	41,869 88
Penobscot,	4,884 53	40,107 41	44,991 94
Belfast,	17,504 31	38,394 68	55,899 04
Bangor,	15,687 80	23,751 13	39,438 93
Waldoboro',	53,824 87	68,910 88	122,735 80
Wiscasset,	6,063 87	73,628 26	19,692 18
Bath,	124,922 68	29,578 54	154,501 28
Portland,	90,234 21	33,438 27	123,672 48
Saco,	2,531 94	2,461 85	4,993 84
Kennebunk,	14,695 23	3,405 50	18,100 73
York,		1,835 02	1,835 02
		686,100	

The tonnage built in the State in the year ending December 31, 1853 amounted to 168,918.

The increase of the build of 1854 over that of 1853, is in round numbers, 89,000 tons.

Portland now enjoys a very large trade with different parts of Maine, in supplying materials for building vessels, and in ship stores. Estimating the cost of our new ships built in 1854, at \$60 per ton, it shows a product in that year equal to \$15,454,617.

Next to lumber, ships are our greatest export in point of value. The value of ships sold in the year ending June 30, 1854, may be set down at \$5,500,000.

The following table shows the amount of tonnage built in Maine, and sold, out of the State, during the last twelve years, compiled from the annual reports on the commerce and navigation of the United States.

	Built.	Owned.	Sold.
1843,	15,121	285,381	7,786
1844,	20,200	305,381	
1845,	31,195	320,060	12,486
1846,	49,748	358,123	6,388
1847,	63,546	384,353	32,708
1848,	89,975	452,329	15,852
1849,	82,256	466,489	62,500
1850,	91,212	501,422	50,263
1851,	75,399	536,316	37,070
1852,	110,047	592,806	46,344
1853,	118,916	622,426	81,816
1854,	168,631	686,100	96,924

There are no reliable statistics in any department of the National or State Government showing the value of our coastwise trade.

We give below an item of trade in a single branch, as shown by the receipts of flour and corn, at Portland, for several years past :

	Flour.	Corn.
1845,	74,447 barrels.	153,764 bushels.
1846,	80,000 "	130,000 "
1847,	82,700 "	125,000 "
1848,	119,400 "	232,123 "
1849,	153,812 "	194,267 "
1850,	169,879 "	292,641 "
1851,	160,702 "	195,476 "
1852,	166,340 "	243,402 "
1853,	186,377 "	304,391 "
1854,	187,819 "	345,779 "

The foreign commerce of Portland increased rapidly in 1854 over that of previous years. We give below a table showing the foreign commerce from 1846 to 1854, with the exception of 1852 and 1853, the records of which were lost by the burning of the Portland Custom House last year :

	Exports.	Imports.
1846,	\$595,925	\$454,226
1847,	682,592	420,405
1848,	623,239	616,045
1849,	643,559	498,346
1850,	614,306	612,510
1851,	716,868	952,347
1854,	3,014,840	3,124,676

We give below a schedule of the imports and exports of foreign goods for 1854, compiled from the records of the Custom House, as follows :

IMPORTS.

Quarter ending March 31 :—

In American vessels,	\$173,840	
In Foreign vessels,	522,427	
		\$696,267

Quarter ending June 30 :—

In American vessels,	\$593,342	
In Foreign vessels,	682,665	
		1,276,007

Quarter ending September 30 :—

In American vessels,	\$261,570	
In Foreign vessels,	34,201	
		295,771

Quarter ending Dec. 31 :—

In American vessels,	\$88,206	
In Foreign vessels,	768,425	
		856,631

\$3,124,676

EXPORTS.

Quarter ending March 31 :—

In American vessels—foreign merchandise,	\$70,076	
In Foreign " " " 110,037		
In American " domestic " 321,294		
In Foreign " " " 32,119		
Foreign merchandise for benefit of drawback,	180,063	
Domestic Refined Sugar,	20,118	
		\$732,707

Quarter ending June 30 :—

In American vessels—foreign merchandise,	\$16,303	
In Foreign " " " 137,204		
In American " domestic " 313,846		
In Foreign " " " 18,824		
Foreign merchandise for benefit of drawback,	152,985	
Domestic Refined Sugar,	18,815	
		657,477

Quarter ending September 30 :—

In American vessels—foreign merchandise,	\$11,338
In Foreign " " " " 63,183	
In American " domestic " 101,837	
In Foreign " " " " 4,888	
Foreign merchandise for benefit of drawback,	127,120
	308,366

Quarter ending December 31 :—

In American vessels—foreign merchandise,	\$37,945
In Foreign " " " "	103,170
In American " domestic " "	302,887
In Foreign " " " "	20,154
Foreign merchandise for benefit of drawback,	<u>947,634</u>
	1,411,790
	\$3,011,340

VALUE OF IMPORTS IN AMERICAN VESSELS.

From	England,	-	-	-	-	\$97,704
"	Cuba,	-	-	-	-	989,039
"	British West Indies,	-	-	-	-	23,189
"	Dutch West Indies,	-	-	-	-	2,937
"	British North American Provinces,	-	-	-	-	4,089

IN FOREIGN VESSELS.

From England,	-	-	-	-	\$1,901,781
" Spain,	-	-	-	-	17,574
" British North American Provinces,	-	-	-	-	51,046
" British West Indies,	-	-	-	-	10,749
" Dutch West Indies,	-	-	-	-	2,546
" Cuba,	-	-	-	-	24,022

FLOUR FROM CANADA.

58,476 barrels, valued at \$353,967

MOLASSES IMPORTED.

7,137,710 gallons, valued at \$811,569

SUGAR IMPORTED.

6,990,320 pounds, valued at \$192,253.

The increase of the commerce of the city has probably been exceeded by the growth of manufactures in our midst. In addition to the introduction and increase of various branches of home industry, several large manufacturing establishments have grown up within the last few years.

The largest enterprise of this sort, is the Sugar establishment of John B. Brown, Esq., consuming equal to 40,000 hogsheads of molasses, annually, furnishing employment to over 100 hands in manufacturing sugars alone. The extent of trade thereby created is equal to \$500,000 annually, employing regular packet ships between Portland and the West Indies, and between this city and Boston and New York.

The capital employed in this establishment is equal to \$350,000.

The Portland Company, principally engaged in building locomotives and Railway machinery, has a capital invested of \$180,000, and employed in 1854, an average of 325 men.

This Company was established in 1847, for the purpose, chiefly, of supplying the equipment of the Portland and Montreal Railway. It has proved one of the most profitable and successful enterprises in the country, and the stock is at a premium in the market.

Up to the end of the year 1854, this Company had built ninety Locomotives which maintain the highest reputation throughout the country.

This Company has built engines for the following Companies, viz:

Portland, Saco and Portsmouth Railroad.
Atlantic and St. Lawrence.
St. Lawrence and Atlantic.
Androscoggin and Kennebec.
Mad River and Lake Erie.
Rutland and Washington.
Ontario, Simcoe and Huron.
Panama.
York and Cumberland.
Covington and Lexington.
Lexington and Danville.
Kennebec and Portland.
Penobscot and Kennebec.
Milwaukee and Mississippi.
Grand Trunk Railway of Canada.

In addition to every description of Railway and other Machinery, this Company has built Steamboat Engines, also Engines and Sugar Mills for Cuba.

But we do not propose to speak of the Manufactures of Portland at any length. This paper is designed to show the Commercial Position of Portland, rather than to furnish details of its industry or its business. The Portland Sugar House and the Portland Locomotive Works, however, form necessary items, in any account of its commercial progress.

In 1853, Maine consumed rising 600,000 bbls. of Western Flour, and according to the testimony of S. Robinson, Esq., of Boston, before the Railway Committee of Massachusetts, the cost of laying down flour

in Boston from Ohio and the West, was 12 cents per bbl. less by the St. Lawrence and Portland Railway than by any other route.

The future prosperity of Portland depends upon its ability to secure the bulk of the trade between the United States and the British North American Provinces. Its commanding position aided by the powerful influence of the Grand Trunk Railway, will secure this, if her own citizens, especially her merchants, are equal to the occasion that is now offered them for this purpose.

The trade between the United States and British North America is largely on the increase. In 1827, the value of this trade was as follows :

Imports into the United States from the Colonies,	-	\$445,000
Exports to the Colonies from the United States,	-	2,704,014
		<hr/>
Total,	-	\$3,149,014
In 1849 the Imports had increased to	-	\$2,826,880
The Exports	" "	5,932,106
		<hr/>
Total trade,	-	\$8,758,986
In 1852 the Imports from Canada were,	-	\$4,589,969
Imports from other Provinces were,	-	1,520,330
		<hr/>
Value of Imports,	-	\$6,110,299

The Exports to Canada in same year were,

Domestic Exports,	-	\$4,004,963
Foreign Exports,	-	2,712,097
		<hr/>
		\$6,617,060

The Exports to other Provinces same year were,

Domestic Exports,	- - - - -	\$2,650,134
Foreign Exports,	- - - - -	<u>1,141,822</u>
		\$3,791,956
Exports,	- - - - -	<u>10,509,016</u>
		Total trade in 1852, - - - - - \$16,519,305

In 1853, the trade with the British North American Provinces was as follows :

Exports to Canada, Domestic produce,	- - - - -	\$4,005,512
" " " Foreign goods,	- - - - -	<u>3,823,587</u>
		\$7,829,099

The Canadian valuation is higher than our own, making the total, \$8,447,692.

The Exports to other Provinces in same year,

Domestic produce,	- - - - -	\$3,398,575
Foreign goods,	- - - - -	<u>1,912,968</u>
		\$5,311,543
Exports in 1853,	- - - - -	\$13,140,642

The Imports in the same year were,

From Canada,	- - - - -	\$5,278,002
From other Provinces,	- - - - -	<u>2,272,602</u>
		\$7,550,604
Total trade in 1853,	- - - - -	\$20,691,246

In 1854, the trade with British North America was as follows :

Exports of Domestic produce to Canada,	\$10,510,373
" " Foreign goods " " -	6,790,333
	<hr/>
	\$17,300,606
Imports from Canada, - - - - -	\$17,300,606
	<hr/>
	6,721,539
	<hr/>
	\$24,022,145
Exports of Domestic produce to the Lower Provinces, - - - - -	\$4,693,771
" " Foreign goods to do. - -	2,572,383
	<hr/>
	7,266,154
Imports from do., - - - - -	2,206,021
	<hr/>
	\$9,472,175
Total trade in 1854, - - - - -	\$9,472,175
	<hr/>
	\$33,494,320

Bringing the aggregates into one view, the extent of the trade between the United States and British North America, according to the U. S. returns of Commerce and Navigation, is shown to be as follows:

1827, - - - - -	\$3,149,014
1849, - - - - -	8,758,986
1852, - - - - -	16,519,305
1853, - - - - -	20,691,246
1854, - - - - -	33,494,320

Any difference between these figures and those obtained from the Canadian Returns, will be explained by the different dates to which the accounts are made up, and the separate valuation.

For the year ending June 30, 1854, 148,882 bushels of Wheat and 145,590 bbls. of Flour were exported to the Lower Provinces from the United States. Their consumption must have been twice that amount, derived from the St. Lawrence by water.

An abstract of the Canadian trade returns for the year 1854, ending January 1, 1855, has recently been published, from which we gather the following statistics of trade :

VALUE OF EXPORTS AND IMPORTS TOGETHER.

In 1853, £13,945,684 ; in 1854, £15,887,128. Increase in 1854, £1,941,444, or 13½ per cent.

EXPORTS.

Great Britain, £2,719,178 ; United States, £2,604,720 ; North American Colonies, £382,318 ; other foreign countries, £46,332 ; British West Indies, £2,247.

IMPORTS.

Great Britain, £5,740,832 ; United States, £3,883,274 ; British N. A. Colonies, £168,778 ; other foreign countries, £338,777 ; B. W. Indies, £668.

WHISKEY MANUFACTURED IN FOUR YEARS.

	1851.	1852.	1853.	1854.
Canada East, galls.	266,129	443,111	583,012	668,695
Canada West, do.	2,003,011	2,052,872	2,145,680	1,923,306
	2,269,140	2,495,983	2,728,692	2,592,001

GROSS AND NET REVENUE FROM CUSTOMS.

	1850.	1851.	1852.	1853.	1854.
Gross,	£615,694	£737,439	£739,263	£1,029,782	£1,225,192
Charges,	34,562	35,231	33,640	43,184	57,173
	£581,132	£702,207	£705,622	£986,597	£1,168,018

The charges of collection include returned duty.

SHIPPING.

Tonnage of Vessels, Entered Inwards and Outwards in all the Ports of Canada, including Inland Ports.

British, Inwards, 2,884,759 ; Foreign, do., 1,384,635 ; British, Outwards, 2,209,462 ; Foreign, do., 1,337,954.

Total, Inwards, 4,269,394 tons.

Total, Outwards, 3,547,416 tons.

The following table shows, in contrast, the values of goods imported and exported at the five principal ports, during the last four years, viz :

1851.		
Ports.	Imports.	Exports.
Montreal,	£2,201,026	£ 529,807
Quebec,	642,316	1,593,462
Toronto,	678,692	81,850
Kingston,	151,531	33,046
Hamilton,	506,487	91,312

1852.		
Ports.	Imports.	Exports.
Montreal,	£2,246,345	£ 681,866
Quebec,	647,804	1,361,019
Toronto,	639,317	134,211
Kingston,	169,832	69,381
Hamilton,	590,326	122,516

1853.		
Ports.	Imports.	Exports.
Montreal,	£3,381,539	883,722
Quebec,	1,141,594	2,443,457
Toronto,	1,165,056	221,490
Kingston,	212,348	96,249
Hamilton,	886,377	206,719

1854.		
Ports.	Imports.	Exports.
Montreal,	£3,816,082	£572,513
Quebec,	1,754,329	2,511,767
Toronto,	1,362,706	273,049
Kingston,	276,397	96,570
Hamilton,	1,276,599	148,211

The trade of the St. Lawrence Canals, in 1854, is shown in the following tables :

On the Welland, the total of goods passing from British to British ports, was 176,418 tons ; from British to Foreign ports, 46,279 tons ; from Foreign to British ports, 12,243 tons ; from Foreign to Foreign ports, 107,499 tons. Total 967,200 tons.

The following are the details of freight, passengers, vessels and tolls on the several Canals, for 1854 :

Welland.	St. Lawrence.	Chamby.	Burlington.	St. Anns.
Tonnage of Vessels, 947,758	737,124	74,521	169,078	154,356
Passengers, 5,638	54,068	1,304		23,973
Merchandise, tons, 767,210	639,001	83,247	77,778	120,069
Tolls, 50,760	23,366	1,701	5,871	1,076

The British vessels, and their tonnage, which passed through the several public works of the Province in 1854, were : Welland Canal, 3,881 vessels of 384,507 tons ; St. Lawrence, 8,542 vessels of 718,354 tons ; Chamby Canal, 1,191 vessels of 61,121 tons ; Burlington Bay, 1,030 vessels of 157,508 tons ; St. Anns, 2,534 vessels of 153,732 tons.

Foreign—Welland, 2,482 vessels of 563,231 tons ; St. Lawrence, 198 vessels of 18,770 tons ; Chamby, 292 vessels of 13,206 tons ; Burlington Bay, 174 vessels of 17,589 tons ; St. Anns, 14 vessels of 624 tons.

Total, British, 16,678 vessels of 1,489,223 tons.

Total, Foreign, 3,160 vessels of 613,400 tons.

Total, British and Foreign, 19,838 vessels of 2,102,623 tons.

The comparative movement on these works in 1851, 1852, 1853 and 1854, was as follows :

WELLAND.

	1851.	1852.	1853.	1854.
Tons Merchandise,	691,627	743,060	905,518	767,210
Number of Passengers,	4,758	6,543	19,631	5,638
Vessels,	5,693	6,162	6,714	5,863
Do. in tons,	772,623	894,193	1,072,248	947,738

ST. LAWRENCE.

	1851.	1852.	1853.	1854.
Tons Merchandise,	450,400	492,575	561,601	639,000
Number of Passengers,	33,407	36,922	43,681	54,068
Vessels,	5,634	7,563	7,805	8,740
Do. in tons,	526,210	585,466	620,390	737,124

CHAMBLY.

	1851.	1852.	1853.	1854.
Tons Merchandise,	110,726	87,514	113,588	83,247
Number of Passengers,	1,860	1,993	2,968	1,304
Vessels,	1,729	1,637	2,164	1,483
Do. in tons,	90,691	82,618	153,626	74,327

BURLINGTON BAY.

	1851.	1852.	1853.	1854.
Tons Merchandise,	58,108	75,411	87,858	77,778
Number of Passengers,				
Vessels,	2,533	3,006	1,479	1,204
Do. in tons,	481,910	556,121	327,658	169,078

ST. ANNS.

	1851.	1852.	1853.	1854.
Tons Merchandise,	105,933	99,054	135,655	120,068
Number of Passengers,	14,130	18,148	17,805	23,978
Vessels,	1,987	2,034	2,244	2,548
Do. in tons.	102,507	108,149	126,204	154,356

The gross revenue for the six years, on all the canals, was—in 1849, £56,200 ; in 1850, £65,772 ; in 1851, £76,216 ; in 1852, £84,602 ; in 1853, £95,814 ; in 1854, £82,765.

The gross revenue, *including rents*, on the five canals last year, was—£88,241, and the expenses of all kinds, including repairs, £47,917, leaving for net revenue £40,323.

British vessels which left the ports of Montreal and Quebec for sea in 1854 :—1,648 of 671,887 tons ; United States, 64 of 51,795 tons ; Norwegian, 65 of 25,409 ; Prussian, 16 of 6,360 tons ; Swedish, 4 of 1,392 tons ; German, 1 of 310 tons ; Hamburg, 2 of 712 tons ; Bremen, 3 of 1,349 tons ; Spain, 1 of 211 tons ; Portugal, 16 of 2,819

tons ; French, 2 of 455 tons ; Italian, 1 of 195 tons. Total—British, 1,648 of 671,887 tons ; Foreign, 175 of 91,007 tons. Grand total—1,823 ships of 762,894 tons.

In 1853 :—British ships which departed for sea, 1,468 of 576,243 tons ; Foreign ditto, 184 of 81,390 tons. Grand total—1,652 vessels of 677,633 tons. The comparison of the two years, therefore, gives :—More British ships in 1854, 180 of 95,646 ; more Foreign ships in 1854, 81 of 1,284 tons.

INLAND WATERS.

Aggregate tonnage entered inwards and outwards, representing the trade on the inland waters, viz :—British Steam, 3,283,527 ; Sail, 575,520. Total British, 3,799,047 ; American Steam, 2,251,210 ; Sail, 279,364. Total American, 2,531,574. Total British and American, 6,330,621.

Vessels built in Canada during the year 1854, viz :—Steamers, 16 of 2,233 tons ; Sailing vessels, 104 of 51,822 tons. Total—120 vessels of 54,055 tons. In 1853, the vessels and tonnage built in Canada were stated at 138 vessels of 59,070 tons. So that there was a trifling falling off in 1854 as compared with 1853.

Lines of Steamboats are established, running daily between Portland and Boston, and triweekly to the Penobscot river and Bangor, and to Eastport and St. John. A line of Screw Propellers is also established, running between Portland and New York.

The Canadian Steam Navigation Company makes Portland its winter harbor for five months of the year.

In 1852, 2,745 passengers from foreign countries arrived in Maine. In 1854, the number was 6,109, and of these, the larger portion at Portland.

It is confidently expected that this route will become the favorite one for Emigrants seeking Canada or the Northwestern States.

The Emigrants arriving in the United States, by sea, from foreign countries, from Sept. 30, 1843, to Dec. 31 1854, were :

From September 30, 1843 to September 30, 1844,		85,764
" " 1844	" 1845,	119,884
" " 1845	" 1846,	158,648
" " 1846	" 1847,	232,554
" " 1847	" 1848,	229,483
" " 1848	" 1849,	299,610
" " 1849	" 1850,	315,333
" " 1850 to December 31, 1850,		65,570
" December 31, 1850	" 1851,	408,828
" " 1851	" 1852,	398,470
" " 1852	" 1853,	400,777
" " 1853	" 1854,	460,474
Total,		3,174,395

Of this number there were,

	From Ireland.	From Germany.
1852,	158,462	142,549
1853,	162,481	140,635
1854,	101,606	206,054

The Emigrants arriving at Quebec, for several years, have been,

1849,	38,494	1852,	39,176
1850,	32,292	1853,	36,609
1851,	41,076	1854,	54,112

The human movement by means of Railway and Steamboat, was ascertained to give to Portland in 1853, an aggregate of 600,000 travellers to and from the city.

It appears from the Railroad returns of 1853, that 919,106 persons were carried over the several Railroads of this State, terminating at Portland. It further appears,

that of this number, 64,046 were through passengers on the At. & St. L. R. R.; 34,506 were through passengers on the K. & P. R. R.; 169,479 were through passengers on the P. S. & P. R. R., all of whom must have entered the city; and of the 72,225 passengers carried over the Y. & C. R. R., by far the larger portion must have been city passengers, and the same remark may be made of the 110,984 passengers on the A. & K. R. R.

We may fairly estimate the number of passengers by the St. John Steamers at 20,000 a year; by the lines from the Penobscot at 30,000; and the number by the Boston Boats at 30,000 more. From the data given, one can readily form an opinion as to the accuracy of the estimate.

Summing up the figures, in the form of a table, the following results are shown:

Portland, Saco and Portsmouth R. R.,	-	-	-	200,000
York and Cumberland R. R.,	-	-	-	50,000
Atlantic and St. Lawrence R. R.,	-	-	-	100,000
Androscoggin and Kennebec R. R.,	-	-	-	40,000
Androscoggin R. R.,	-	-	-	10,000
Kennebec and Portland R. R.,	-	-	-	120,000
				520,000
By Steamer Admiral,	-	-	-	10,000
" " Eastern City,	-	-	-	10,000
" " Governor,	-	-	-	15,000
" " Daniel Webster,	-	-	-	15,000
" " St. Lawrence,	-	-	-	15,000
" " Atlantic,	-	-	-	15,000
				80,000

Estimated number of passengers to and from Portland in 1853, 600,000.

In addition to the boats named, the T. F. Secor ran to Damariscotta, and other Eastern towns on the coast, in 1853 ; and there were a number of stages running into the city from Saco, and other places in the interior. The number of passengers by such routes, may be estimated at 10,000. All these estimates will be found to fall short of, rather than exceed the truth.

The movement of travellers by Railway in 1854, was very considerably greater than in 1853, but there was a falling off on the Steamboat lines East, on account of the cholera in New Brunswick, notwithstanding the addition of two boats on the St. Johns route. The year 1854 was unfavorable to travel.

We may estimate the travel to and from Portland in 1854, at 700,000 persons.

Comparing the movement of passengers to and from Portland, with that which accumulates at other important points in the United States, similarly situated, it will be seen that, Portland is an important centre of travel. In 1851, Chicago had 199,883 travellers, St. Louis 367,795, and Buffalo, at that time the gateway to the West, had 622,423. Portland is not only the gateway of the State, but the natural route of travel, between the Upper and Lower British Provinces.

The Commissioners, in their Report on the Harbor of Portland, allude in terms of gratulation, to the extraordinary good fortune, or the great foresight of those who planted the City, in first occupying at the very outset, the site best fitted for the purposes of business. The recent expansion of the City by the increase of its trade and business, has naturally caused a change of residence, which is now going on, from the central

portions of the City, to the high grounds which form its Eastern and Western extremities, terminating in Munjoy at the East, and Bramhall's Hill at the West ; the summit of the former being 156 feet above tide water, and the latter, reaching an elevation of 171 feet above the same level. The occupation of these elevated portions of the peninsula on which the City is built, has already commenced. The landscape views afforded by these positions are more attractive than can be found elsewhere in the country. The range of vision in a single sweep, takes in the White Mountains, 90 miles distant, with the whole intervening country on the one side, the Islands of Casco Bay and the broad Atlantic on the other.

The land on which the City is built, was formerly an Island, and it is now connected with the main land, by a narrow neck, formed entirely of marine deposit ; and a few yards only in width,—which alone prevents the sweep of the tides entirely around the City. On the margin of tide water, a broad avenue of nearly two miles in length has been built in front of the town, and the extension of this street around the City on the same level will give an exterior wharf line, exceeding seven miles in length, at which vessels may discharge or receive cargoes. The carrying out of this plan of a Commercial street, enclosing the Peninsula, will increase, to an extraordinary degree, facilities for the transaction of business, add largely to the area of the City, and enhance the value of all its real estate.

NOTE. The City Valuation for 1855, completed since the foregoing pages were in type is \$20,502,363, an increase of \$1,539,849 over that of 1854.

The Commercial advantages claimed for Portland, on account of its Harbor and its geographical position, may not, in the opinion of some, be justified by its past history. The explanation of this is found in the early history of this portion of the continent.

The English claimed all North America by right of discovery and prior dominion from the taking possession of New Foundland by John and Sebastian Cabot in 1497, some months before the time when Columbus first came in sight of the main land of the continent of America.

In 1531, Jacques Cartier sailed up the St. Lawrence as far as Montreal, and received the title of Governor of New France in 1540, the name by which Canada was first known to Europeans. In 1603, the King of France granted to Du Monts, the great French Navigator, all that portion of the continent between the 40th and 46th parallels of north latitude, and from 1603, the whole country east of Sagadahock (the Kennebec) was occupied as French territory, till the peace of Ryswick in 1697.

King James of England granted all North America between the 34th and 45th parallels of latitude, to the Colonies of North and South Virginia in 1606, and in the year 1607 the earliest settlement of the English race in the new world was made at the mouth of the Kennebec, prior to the settlement at Jamestown in Virginia. This settlement was abandoned in 1608, the same year in which Champlain laid the foundation of Quebec.

The settlement of New England by the Pilgrims in 1620, prevented the French from extending their

